

### **BIC July 26, 2011: SHA's plan to monitor Rockville Pike / North Wood Signal**

SHA will evaluate and monitor the North Wood Road signal's impact on the network as follows, and facilitate the Transportation Workgroup's ongoing evaluation and collaboration concerning the signal's operation:

Similar to the travel time analysis conducted in April 2011 (see attached table), SHA will measure the exiting travel times each hour between 3:00 PM and 6:00 PM for each movement during a pilot period at the following "milestones":

1. **Current**: With Signal at North Wood Road Active, before BRAC implementation, and before SHA reconstructs the intersection at MD 355 and Cedar Lane;
2. **Sept-Oct 2011**: With Signal at North Wood Road Active, after BRAC implementation, and before SHA reconstructs the intersection at MD 355 and Cedar Lane;
3. **2014-2015**: With Signal at North Wood Road Active, after BRAC implementation, and after SHA reconstructs the intersection at MD 355 and Cedar Lane;
4. **Shortly after 3<sup>rd</sup> Milestone is complete**: With Signal at North Wood Road Deactivated, after BRAC implementation, and after SHA reconstructs the intersection at MD 355 and Cedar Lane.

The signal will also be constantly monitored throughout construction, just not through such a formal process.

Following each milestone, SHA will collect data in the field on at least two different days (on a Tuesday, Wednesday, or Thursday under "typical" traffic conditions, where "typical" excludes: holiday traffic, severe weather conditions, and major traffic incidents). The monitoring plan will include:

- Travel time runs along MD 355 northbound using GPS technology continuously between 3pm and 6pm using a single test vehicle driving with the flow of traffic to determine the average travel time between intersections along the MD 355 corridor;
- A delay study at Wilson Drive between 3pm and 6pm, per standard SHA study procedures, to determine the average delay per vehicle for vehicles exiting NIH via Wilson Drive onto MD 355;

- A delay study at North Wood Road between 3pm and 6pm, per standard SHA study procedures, to determine the average delay per vehicle for vehicles exiting NNMC via North Wood Road onto MD 355;
- Compilation of the data and calculation of the average travel time for: 1) NIH traffic from the back of queue on Wilson Drive through the Cedar Lane intersection on northbound MD 355; and, 2) NNMC traffic from the back of queue on North Wood Road through Cedar Lane intersection on northbound MD 355;
- An update of the attached table for each milestone condition;
- Comparison of travel time for both NIH and NNMC traffic.

The Transportation Workgroup will convene following each milestone to determine potential signal timing modifications, or other agreed to measures, including deactivation of the North Wood Road signal during the PM peak period, that maximize egress from the NIH and NNMC campuses, while providing for the most safe and efficient operation of the MD 355 Corridor.